

NATIONAL PHOTOGRAPHIC INTERPRETATION CENTER



Top Secret

25X1

imagery analysis report

Nan B Aircraft Development 1975—1980, China (S)

Top Secret

25X1

25X1

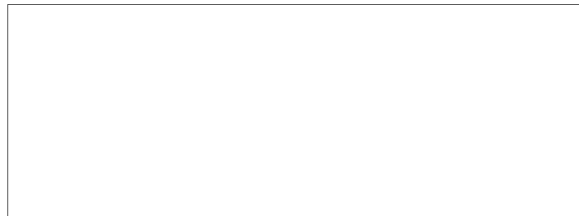
IAR-0091/80

JUNE 1980

Copy 167

Warning Notice
Intelligence Sources and Methods Involved
(WNINTEL)

NATIONAL SECURITY INFORMATION
Unauthorized Disclosure Subject to Criminal Sanctions



25X1

DISSEMINATION CONTROL ABBREVIATIONS

NOFORN-	Not Releasable to Foreign Nationals
NOCONTRACT-	Not Releasable to Contractors or Contractor/Consultants
PROPIN-	Caution-Proprietary Information Involved
USIBONLY-	USIB Departments Only
ORCON-	Dissemination and Extraction of Information Controlled by Originator
REL . . .	This Information has been Authorized for Release to . . .

Top Secret RUFF [redacted]

25X1

25X1

NAN B AIRCRAFT DEVELOPMENT 1975—1980, CHINA (S)

INTRODUCTION

1. (TSR) The Nan B aircraft was probably developed by the Chinese as an advanced trainer suitable for filling the requirements for transitional training for China's new high-performance interceptor—the Hsian A. The Nan B is a small, single-seat, single-engine, swept-wing fighter (Figure 1). The aircraft has only been seen at Nanchang Airframe Plant 320 [redacted] and its adjacent flyaway airfield. The first prototype of the indigenously designed Nan B was identified at the plant [redacted]

25X1

25X1

CHRONOLOGY OF EVENTS

2. (TSR) [redacted] the initial identification of the Nan B, and [redacted] the aircraft was seen only three times on overhead imagery. It was parked outside a checkout hangar at the plant on two of the three occasions. [redacted] a Nan B was observed on its takeoff roll at the end of the runway. This was the first and only observation on imagery of flight testing of the Nan B.

25X1

25X1

25X1

25X1

3. (TSR) Between October 1977 and December 1978, the Nanchang Airframe Plant and the flyaway airfield were imaged on at least seven occasions; the number of Nan B observed fluctuated between two and three. This fluctuation was probably due to continued flight testing.

25X1

25X1

Top Secret RUFF [REDACTED]

25X1

4. (TSR) [REDACTED] five Nan B were observed on the parking ramp of the flyaway airfield (Figure 2). On imagery obtained since that date through May 1980, the five aircraft have usually been parked along the northwest section of the parking ramp/taxiway. The aircraft were partially canvas covered and no indication of preflight or postflight activity was observed.

25X1

IMAGERY ANALYST'S COMMENTS

5. (TSR) The size and the presumed limited combat performance of the Nan B made this aircraft an unexpected development in China's aircraft production industry. However, the Nan B may well fit in with the overall modernization of China's fighter aircraft program. The Nan B development program coincides with the present development of the Hsian A. The Hsian A program has reached a point where series production could be expected in the near future.¹

6. (TSR) [REDACTED] The Nan B could be the solution to the need for a more sophisticated transitional trainer for pilots entering the Hsian A program. In using the Nan B as a trainer aircraft, the cockpit instrumentation and controls could be arranged to conform to that in the Hsian A, thereby allowing this relatively inexpensive aircraft to be used for transitional training. If the Nan B were developed specifically for this purpose, only a limited number would be required. The most logical airfield for initial deployment of the Nan B in a trainer role would be the 11th Air School at Cangxian Airfield [REDACTED] the primary advanced jet fighter training school in China.¹

25X1

25X1

7. (TSR) Because of its probable limited fuel and ordnance loading capacity, the Nan B would not significantly improve China's capabilities in ground support fighter aircraft.

REFERENCE

DOCUMENT

1. NPIC. [REDACTED] IAR-0090/79. *Hsian A Development 1970—1979 (TSR)*, Nov 79 (TOP SECRET R [REDACTED])

25X1

25X1

25X1

25X1

Top Secret

[REDACTED]

[REDACTED]

Top Secret